

CHAPTER II DISCUSSION

Today, air transportation is very important in the world of transportation. With the rapid development of air traffic, priorities of aviation safety have to be further increased by the air transport service providers. And flight plan is one of the flight safety of air traffic service (ATS) messages.

In this chapter, the writer will discuss about “Flight Plan Message’s Role of Aviation at Radin Inten II Airport” One of the duties of air traffic service (ATS) message in the Briefing Office unit.

2.1 Flight Plan (FPL)

2.1.1 Definition

Flight Plan is specified information provided to air traffic services units, relative to an intended flight or portion of a flight of an aircraft (*source: document 4444*).

Flight Plans are plans filed by pilots with the local Aviation Authority prior to flying. They generally include basic information such as departure and arrival points, estimated time, alternate airports in case of bad weather, type of flight whether instrument flight rules or visual flight rules, pilot's name and number of passengers (*source: aviation dictionary*).

2.1.2 Role and Function

Flight Plan Message has a role as safety of flight.

And function of Flight Plan Message is to give information about data of aircraft from aeronautical stations to other aeronautical stations.

Flight Plan Form must be filled by pilot about 15 – 30 minutes before flying. Then the flight plan is sent by Aeronautical Fixed Telecommunication Network (AFTN).

2.1.3 Procedures for the Use of Flight Plan Form

A flight plan form should be provided and should be used by operators and air traffic services units for the purpose of completing flight plans, The flight plan form should be printed and should include an English text in addition to the language(s) of the State concerned, and Operators and air traffic services units should comply with the instructions for completion of the flight plan form and the repetitive flight plan listing form (*source: document 4444*).

2.1.4 Example of Flight Plan Message Form

(FPL-SJY059-IS

-01B732M-S/C

-WICT0530

-N0430FL135 SID TKG W19 CARLI CARLI2

-WIII0040 WIPP

-REG/PK CJA OPR BY SRIWIJAYA AIR)

MEANING:

FPL : three letter for message

SJY059 : aircraft identification

B732 : type of aircraft

M : medium

IS : instrument schedule

S/C : equipment

CARLI : route of flight for Indonesia

N0430 : cruising speed

F135 : flight level

TKG : three letter code for Tanjung Karang

PKCJA : registration of aircraft

W19 : route of flight

2.1.6 Instructions for insertion of ATS data

ITEM 7 : AIRCRAFT IDENTIFICATION (MAXIMUM 7 CHARACTERS)

INSERT one of the following aircraft identifications, not exceeding 7 characters.

ITEM 8 : FLIGHT RULES AND TYPE OF FLIGHT (ONE OR TWO CHARACTERS)

Flight rules:

INSERT one of the following letters to denote the category of flight rules with which the pilot intends to comply:

I if IFR (instrument flight rules)

V if VFR (visual flight rules)

Type of flight:

INSERT one of the following letters to denote the type of flight when so required by the appropriate ATS authority:

S if scheduled air service

N if non-scheduled air transport operation

G if general aviation

M if military

X if other than any of the defined categories above.

**ITEM 9 :NUMBER AND TYPE OF AIRCRAFT AND WAKE
TURBULENCE CATEGORY**

Number of aircraft (1 or 2 characters)

INSERT the number of aircraft, if more than one.

Type of aircraft (2 to 4 characters)

INSERT the appropriate designator as specified in ICAO Doc 8643, *Aircraft Type Designators*,

OR, if no such designator has been assigned, or in case of formation flights comprising more than one type,

INSERT ZZZZ, and *SPECIFY* in Item 18, the (numbers and) type(s) of aircraft preceded by TYP/ .

Wake turbulence category (1 character)

INSERT an oblique stroke followed by one of the following letters to indicate the wake turbulence category of the aircraft:

H — HEAVY, to indicate an aircraft type with a maximum certificated take-off mass of 136 000 kg or more;

M — MEDIUM, to indicate an aircraft type with a maximum certificated take-off mass of less than 136 000 kg but more than 7 000 kg;

L — LIGHT, to indicate an aircraft type with a maximum certificated take-off mass of 7 000 kg or less.

ITEM 10 : EQUIPMENT**Radio communication, navigation and approach aid equipment**

INSERT one letter as follows:

AND/OR INSERT N if no COM/NAV/approach aid equipment for the route to be flown is carried, or the equipment is unserviceable,

OR S if standard COM/NAV/approach aid equipment for the route to be flown is carried and serviceable.

one or more of the following letters to indicate the COM/NAV/approach aid equipment available and serviceable.

Surveillance equipment

INSERT one or two of the following letters to describe the serviceable surveillance equipment carried.

ITEM 13 : DEPARTURE AERODROME AND TIME (8 CHARACTERS)

INSERT the ICAO four-letter location indicator of the departure aerodrome,

OR, if no location indicator has been assigned,

INSERT ZZZZ and *SPECIFY*, in Item 18, the name of the aerodrome preceded by DEP/ ,

OR, if the flight plan is received from an aircraft in flight,

INSERT AFIL, and *SPECIFY*, in Item 18, the ICAO four-letter location indicator of the location of the ATS unit from which

supplementary flight plan data can be obtained, preceded by DEP/ .

THEN, WITHOUT A SPACE,

INSERT for a flight plan submitted before departure, the estimated off-block time,

OR, for a flight plan received from an aircraft in flight, the actual or estimated time over the first point of the route to which the flight plan applies.

ITEM 15 : ROUTE

INSERT the *first cruising speed* as in (a) and the *first cruising level* as in (b), without a space between them.

THEN, following the arrow, ***INSERT*** the route description as in (c).

(a) Cruising speed (maximum 5 characters)

(b) Cruising level (maximum 5 characters)

(c) Route (including changes of speed, level and/or flight rules)

ITEM 16 :DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, ALTERNATE AERODROME(S)

Destination aerodrome and total estimated elapsed time (8 characters)

INSERT the ICAO four-letter location indicator of the destination aerodrome followed, without a space, by the total estimated elapsed time,

OR, if no location indicator has been assigned,

INSERT ZZZZ followed, without a space, by the total estimated elapsed time, and *SPECIFY* in Item 18 the name of the aerodrome, preceded by DEST/ .

Alternate aerodrome(s) (4 characters)

INSERT the ICAO four-letter location indicator(s) of not more than two alternate aerodromes, separated by a space,

OR, if no location indicator has been assigned to the alternate aerodrome,

INSERT ZZZZ and *SPECIFY* in Item 18 the name of the aerodrome, preceded by ALTN/ .

ITEM 18 : OTHER INFORMATION

INSERT 0 (zero) if no other information,

OR, any other necessary information in the preferred sequence shown hereunder, in the form of the appropriate indicator

followed by an oblique stroke and the information to be recorded:

- REG/ The registration markings of the aircraft, if different from the aircraft identification in Item 7.
- SEL/ SELCAL Code, if so prescribed by the appropriate ATS authority.
- OPR/ Name of the operator, if not obvious from the aircraft identification in Item 7.
- RMK/ Any other plain language remarks when required by the appropriate ATS authority or deemed necessary.

2.2 Relation with the Staff

After the writer was placed in BO (Briefing Office) unit, the writer was faced with new condition, people, and environment. Then the writer must be able to adapt to this situation.

For the first, the writer got many difficulties to begin Field Practice in Briefing Office. But by the change of time, the writer could adapt and make a better relationship with the staffs in Briefing Office and staffs in Radin Inten II airport. The staffs were so kind and they were open minded people, they are: Mr. Yamin, Mr. Suharno, Mr. Benny, Mr. Yusuf, Mr. Ahmad Hasyim, Mr. Azwan Zuliansyah, Mr. Wahyu, Mrs. Rosviana and Weni Prabawani. They always gave instructions and though the writer how to fill and read the message from aeronautical fixed telecommunication network (AFTN).

2.3 Relation with the Facilities

Facilities are important things to support working activities in Briefing Office, all staff use the facilities to do their duties and to make use of spare times. And the writer is needed to stimulate work success in the field practice. The facilities available at the Briefing Office, they are:

1. Aeronautical Fixed Telecommunication Network (AFTN)

A worldwide system of aeronautical fixed circuits are provided as part of the aeronautical fixed service, for the exchange of messages and /or digital data between aeronautical fixed stations having the same or compatible communications characteristics.

2. Telephone

Telephone is part of important items in Briefing Office unit. There are two types of telephone used in briefing office. Telephone with types of two digits and three digits, but has the same function.

The telephone is used for sending information to the other units, they are air traffic control (ATC) and information units.

3. Television

Television is a media of entertainment in Briefing Office unit. The television is used if there is spare time.

2.4 Relation with the Client

The clients who directly contacts with Briefing Office are the pilots from the airlines, helicopter, and local aircraft. They come to fill the flight plan before they want to make a flight, which will be sent to head office in Jakarta by using the AFTN.

2.5 Adaptation With the Norm

During field practice, the staffs and students must follow the norms which are given by Radin Inten II Airport. The norms are:

- All the staffs must come to the office everyday at 6 a.m.
- All the staffs have to wear uniform everyday except on Friday.
- The writer has to wear almamater nearly everyday, except on Friday.

- Doing the aerobic on Friday.
- Knocking at the door and giving the greeting before entering the room.
- Clean up the room and maintain cleanliness of the room and surrounding environment.

2.6 Problem Encountered and Solution

In this part, the writer discusses the problems encountered by her and the solutions.

2.7.1 Problem

The writer got problems when she carried out field practice, they are:

- The writer felt difficult to adapt with the new situation and condition.
- The writer felt difficult to understand aviation English, because of aviation English was not really familiar.
- The writer still felt difficult to send a message by telex.
- The writer also still felt difficult when she received telephone from outside customers of airport at Information Service.

2.7.2 Solution

- The writer tried to adapt step by step.
- The writer tried to discuss with BO staff and opened the dictionary to know the meaning of language.
- The writer asked the staff to explain what the matter using a telex before sending a message. Then the writer tried to remember what to do.
- The writer tried to discuss with information service staff and learn more about the airport.